

## HOUSTON, TEXAS TO ENGAGE IN SHIPBUILDING

Houston, Tex., Oct. 18.—Forty-one vessels, including 10 barges, have been contracted for with the Emergency Fleet Corporation by two companies of Houston and all are to be built on a waterway that only a few years ago would not accommodate an ocean-going vessel.

Seven ships have already been launched, four by the Universal Shipbuilding Co. and three by the Midland Bridge Co.; eight more are under construction at the yards of each of the two concerns, and the Universal holds contracts for eight more ships, while the Midland company has contracted for ten barges.

Within one year after the program of the Emergency Fleet Corporation went into effect, Houston, located in a section where former efforts along this line were confined to a few small pleasure craft and an occasional barge, began launching ships.

It was in April of this year that the first vessel built of Southern yellow pine under government contract slipped down the ways to the Houston ship canal. It was christened "Nacogdoches." Since that time the splendid progress made has been the subject of favorable comment by officials of the fleet corporation.

Ships launched at the Houston yards are towed to Beaumont to receive their machinery after the finishing touches are given the hulls here. A central assembling yard is located at that point and, under the direction of the Emergency Fleet Corporation, stores of all kinds of material are assembled there to be distributed to the yards. In place of moving machinery to the boats, the boats are moved to the machinery.

The infant industry of shipbuilding in Houston demanded the service of some 2,000 men within a few weeks after ground was broken, and the payroll now amounts to more than half a million dollars each month.

Special trains carry the army of workers to the shipyards, which are situated on the channel a few miles below the turning basin. The shipbuilders live in Houston, which is credited with being one of the few cities where, with war work, extensive housing facilities have not caused alarm. Comfortable quarters have been provided for all.

The Universal Shipbuilding Co., a local corporation, was organized subsequent to the fleet corporation. The Midland Bridge Co., a Missouri corporation with headquarters at Kansas City, was, prior to the present shipbuilding activities, engaged in bridge construction and the distribution of structural steel. Another company is now being organized to establish a concrete plant here.

The International Marine Iron Works is another unit in the shipbuilding program at Houston. This company manufactures marine engines, boilers, propellers and other appliances used in ships, and is equipped to produce heavy castings. It has contracts for propellers for most of the ships constructed in the district.

Houston, as a lumber center, has shared liberally in the prosperity which has resulted in that industry from the use of Southern yellow pine in shipbuilding. Approximately 20 per cent. of the total production of Southern sawmills is handled through Houston.

### CANADA'S LAST TRIBUTE TO WOLFE

With the body of Wolfe on board the Royal William, the English fleet sailed away from Quebec 159 years ago today, leaving behind most of Wolfe's victorious army to defend the capital against the French, who still had a considerable force between Quebec and Montreal. Of the sailing of the fleet, A. G. Bradley says, in his "Life of Wolfe": "It was the 18th of October; they had delayed longer than they intended, and the breath of autumn had reddened as with flame the vast sea of rolling forest over which at this season the eye may yet range with delight from the lofty heights of Quebec. The ramparts of the citadel and the battered wharves of the lower town were crowded with soldiers and spectators. The guns of

the city were once more booming, but this time in solemn and measured fashion, unlike the angry roar of war. A line-of-battle ship, with sails set and with flags flying half-mast, was gliding slowly down the river. Men and women, French and English, side by side, stood gazing at it till with favouring breeze it vanished seaward behind the woods of the Isle of Orleans. It was the Royal William, and on board of her, confined and embalmed, lay all that was mortal of the conqueror of Quebec."

### THE NEW AMERICAN SAINT

Among the hundreds of brave Catholic missionaries who perished in the wilderness of North America—many of whom suffered martyrdom at the hands of the savages whose souls they sought to save—one at least is expected to be honored by Rome with the ceremony of beatification. It is probable that Father Isaac Jogues, when the process by which he becomes Blessed Isaac Jogues has been completed, will be accorded the 18th of October in the Catholic calendar, as it was on that date, just 272 years ago today, that he was put to death by his redskin captors. At Aurieresville, N. Y., on the site where the Mohawks carried out the death sentence upon the Jesuit missionary, a shrine now stands which is annually visited by thousands of pilgrims.

Isaac Jogues was born at Orleans, France, in 1607, and became a Jesuit novice at the age of 17. He came to America as a missionary in 1636. Arrived at Quebec, the youthful French priest was almost immediately despatched to an Indian settlement on Lake Huron. In a canoe with a few Hurons he set out on the hazardous journey of nearly a thousand miles, the priest and his redskin companions sleeping at night in the woods and living principally on Indian corn. They were menaced constantly by the savage Iroquois, who were at war with the whites and the Hurons. Soon after his arrival a pestilence broke out among the Indians, and the medicine man charged the responsibility to the priest, who had a narrow escape from death.

Later Father Jogues was captured, tortured and made a slave by the Mohawks, but after a time he made his escape and reached Albany, going

## AMERICAN SOLDIERS IN FRANCE FALL VICTIMS TO "PEACHES"

Paris Sept. 28 (By Mail).—A new vice threatens the A. E. F. in France. It has nothing to do with the dread trio, fermented grape juice, the female sex or vocal music. Neither does it turn on games of chance or use of drugs. It is the dread Canned Peach Peril.

Strong men who think nothing of cleaning out a dozen boche machine gun nests before breakfast are the helpless slaves of this dreadful habit which now menaces their self-control. Men who never allowed a canned peach to pass their lips in the United States now cry for them in the midst of hot engagements.

The American Y. M. C. A. instead of fighting this peach habit, is doing all it can to boost. Canned peaches are bulky. Transportation is a problem close to the front. So the association is not able to do all it would like.

thence to Manhattan. Returning to Europe, he was wrecked on the English coast. In 1648 he returned to Canada and, after concluding a treaty between the French and the Mohawks, he discovered Lake George, which he named Lake of the Blessed Sacrament. In September he left Quebec for a missionary trip to the Mohawk country, saying to a friend, "I go, but I shall not return." On reaching the Indian settlement the priest's clothes were torn off and his body was slashed with knives. He was then hauled before a council and sentenced to death. On Oct. 18, 1648, he was slain with a tomahawk, after which his body was mangled and thrown into the Mohawk river.

All woolen mills in Australia are reported to be under government control.

Manufacturers of linoleum are required by the Industries Board to reduce consumption of materials 60 per cent.

Sometimes its canteens run out of peaches. If the entire American peach crop was sent canned to France it would not supply the American demand.

When our fighters fail to find peaches in a Y. M. C. A. canteen the Red Triangle man has his troubles explaining. One diplomat "X" man without a peach to his shelves, tried to inspire interest in apricots. The soldiers scorned them, declaring they were true to peaches.

The strange thing about the canned peach vice is that the American army is getting fine food in its regular rations, including what seems to be British and French as an incredible amount of sweet stuff. So peaches are not sought to satisfy a natural craving. It must be plain vice.

Our soldiers only fear—not Germans, but a possible failure of the peach crop.

### THOMAS FORTUNE RYAN.

Thomas Fortune Ryan was aptly named by his dotting parents, for his fortune, all acquired by personal shrewdness, is estimated variously at \$30 to \$50 million dollars. Mr. Ryan was born in Nelson county, Virginia, 67 years ago today. He began his career as a dry goods clerk in Baltimore, married the daughter of his "boss," and at 21 invaded Wall street as a broker, in which pursuit he was financed by his father-in-law. In association with William C. Whitney, he began picking up street railway and gas franchises in New York, Chicago and other cities, and as a side line "reorganized" various Southern railroads, Ohio and West Virginia coal properties, and other industries. These activities made of him a multimillionaire, and one of the powers of the "Street," when but a few years before he had been an awkward, uneducated farmer lad in the Blue Ridge district.

## ENSLAVED GREEKS SEEK REDEMPTION

### Committee Comes to the United States to En- lighten People.

New York, Oct. 18.—"We have come to this part of the world on behalf of the Central Committee of Unredeemed Greeks, by which term we mean the enslaved Greeks of Thrace, Asia Minor and Eastern Macedonia, who, groaning under the Turks, desire their redemption. Our object is to enlighten the people and the government of the United States as to the rights of these people, as well as to acquaint them with the terrible suffering misery and atrocities committed upon them by the Young Turk and the Bulgarians, but instigated by German barbarism," said Nicholas G. Kyriakides, president of the Central Committee, and chief of a mission to the United States to point out the fact that the liberation of these enslaved peoples must be considered in the settlement of affairs at the end of this world war.

"The Young Turks, after the victorious Balkan wars, in order to revenge their defeat, have, in violation of all human laws and individual rights, driven out from our country, from Thrace, and from Asia Minor," continued Mr. Kyriakides to a representative of this bureau, "no fewer than 500,000 enslaved Greeks, not allowing them to take any of their possessions with them. The brigand-like Turks have robbed this population of all their effects, confiscated their property, and, when they have permitted them to sell by auction any of their living property, as, for instance, a cow, they have allowed them to charge only one-tenth of the value of the animal. Moreover, as soon as it is sold, the tax collector comes around and takes all of that."

"Shortly after Turkey entered into this world war as an ally of Germany, the Young Turks deported about

1,000,000 enslaved Greeks from the districts along the Black Sea, the islands and coast of the Sea of Marmora, the Straits of Dardanelles, and even as far as the Archipelago, the European and Asiatic coasts, and in the most ruthless manner. These unfortunate people are subjected to all sorts of suffering, atrocities and even massacre. They are allowed almost no food, and everything is done to force them to renounce Christianity and be converted to Mohammedanism. The young men are recruited into the Turkish army by force. Just a slice of bread is allowed them daily, sufficient to produce gradual exhaustion, and they are mostly employed in hard labor.

"The extermination of all these flourishing communities of Greeks, Armenians and Syrians was instigated by the Germans, who, 20 years ago, found by investigation that Asia Minor was a rich and fertile, well-forested country with spacious seaports. They decided to get possession of the land, and the only obstacle to their pan-German expansion being the Greek element, which stood against them like a bulwark, they decided that the best method of realizing their object would be to Turkify the country. The Turkification of the country has been accomplished in the most methodical and synchronized manner."

Mr. Kyriakides, who is a graduate of Robert College and has been a steamship owner for many years—all of his ships save one, however, have been torpedoed—explained that he was going about the United States on a sort of educational mission seeking to enlighten the people of the country on the undeniable rights of Hellas and sufferings of the Greeks under Turkish mastery. Speaking of recent events in Bulgaria, Mr. Kyriakides added: "I am pleased to say that Bulgaria has surrendered unconditionally, an armistice signed, and the rights of the Greeks and Serbians are protected by our allies. Moreover, Eastern Macedonia will be evacuated by the Bulgars, and the Greeks are beginning to get possession of their lands once more."

The Maharajah of Doodpur, Simla, British India, died.

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